

limits and north of Lizzie Street was phased for development: approximately forty acres (exclusive of the transportation network) by 1985 and forty-seven more (exclusive of the transportation network) by 2000. Two other influencing factors expected to encourage development are the proposed northern highway loop around Selma and the construction of an eight inch interceptor slightly west of Hobby Drive to a pumping station just across I-95. The former is a part of the proposed 1976 thoroughfare plan and the latter conforms to the "201" facilities plan.

The interceptor is phased for the period between 1977 and 1982. This line should act as a catalyst to further development and as this development occurs, consideration should be given to building a portion of the proposed northern loop in the developing area. Though expensive, development of portions of the by-pass would possibly be viewed as justification by the state to complete construction.

The approximately forty-nine acres east of Webb Street extension to the previously discussed subdivision form a natural extension of residential growth to the sixteen acres north of Pecan Drive scheduled for development between 1977 and 1985. The filling in of this area is envisioned to complete the major expansion of urban service in this quadrant of town.

The heavily residential pattern of development within the town limits in the northern portion of town seems natural for further expansion. Most of the soils north of the town boundary are good for dwellings (have slight limitations) and the twelve inch northside interceptor--in accordance with the "201" facilities plan--is scheduled for construction in the early 1990s. Approximately ninety acres are scheduled for eventual development.

In the southwestern portion of town between Booker Street and West Street are approximately ten acres of land which seem suitable for development between 1985 and 2000. Most of the land is well suited for dwellings and it is adjacent to a subdivision where further residential construction is being encouraged under the 1985 phasing schedule.

Commercial - It is anticipated that early in the 1985-2000 period--if not slightly earlier--U. S. 301 between Smithfield and Selma will have access to a municipal water supply (it already has access to a fifteen inch interceptor running parallel to the Seaboard Coast Line Railroad). Development of property along this major highway is expected to continue to be of a commercial nature. Twelve additional acres are allocated for this purpose.

Approximately twelve acres of land between S. R. 2380 (east of Selma airport) and the exit ramp off I-95 south are envisioned for development between 1985 and 2000. Acting to promote growth in this area is the laying of an interceptor northwest of the airport to run roughly along the contour of the drainage ditching to a proposed pumping station on the other side of I-95. In accordance with the "201" facilities